

Cheap Transportation.

At the late meeting of the California State Grange of Patrons of Husbandry, in San Jose, the Committee on Transportation and Legislation reported as follows:

On Transportation.

It has been said that "cheap transportation of persons and property is a national necessity." Somewhere can the force of this axiom more fully be felt than here in our favored State.

While we recognize in the railway an effective instrument to aid in developing the agricultural resources of the State, and believe that the public interests of the country and its producers would be subserved by fostering the further development of the railway system, provided such a judicious management can be obtained, as will secure equitable and just treatment in the way of fares and freight to all localities through which they pass, yet we are satisfied that the present system of building and managing railroads is injurious to the best interests of the producer.

Let in companies having such special privileges granted them as enables them, after obtaining large subsidies and stock subscriptions from individuals, corporations and counties, to deprive the value of stock to such an extent as to enable an interested ring to secure the entire control of the road and deprive those who aided in its construction, by furnishing funds, from having any voice in the management of it.

Another and true way to correct and alleviate the present trouble and assist the producer of this State would be to create a home consumption for our products by encouraging and drawing to us manufacturers.

The subject of Oceanic and Internal Transportation is of such a varied nature and of such vast importance, that your committee have approached it with some hesitancy. Especially as the whole subject is now in the hands of the special committee of the United States Senate, who, with a great deal of care and considerable expense, are now gathering facts and statistics to make a report which will, no doubt, be made public in time to enable us to derive as much or more real information and benefit therefrom, than from any report your committee, with the limited means at their command, could possibly make.

Legislation.

The agriculturists of this as well as other States, may justly complain of the unequal burdens imposed upon them for the support of State and Federal Governments, while they receive no more, and in many cases not near so much, care and protection from the Government as other industries.

The government has fallen into the hands of the consumers rather than the producers of the country, and per consequence a system of unjust discrimination has been adopted and carried out, which makes the producers mere losers, woodchoppers and drawers of water, to their more favored fellow citizens.

This state of affairs has been brought about mainly by the fact that the producers, as a class, have had their time so occupied with the attention of the Legislature in which they are engaged that they could not or have not taken that active part in the administration and control of State and National affairs which they should.

The remedy for this is for the producers to arouse from their lethargy, to awake from their slumbers, and not only assist but carry out the measures necessary to reform these abuses. Let their power be seen, and let them be heard in every part of our Government.

Again, believing, as we do, that the subject of freight and fares of railroads should be controlled by the legislature, their right to do so having generally been admitted under these powers which give the States the right to compel common carriers to establish reasonable rates of freight or fare (the Supreme Court of Minnesota has so decided, and the statutes of New York and Massachusetts expressly declare it), we therefore propose that our legislature at its next session do establish a uniform standard of fares and freights on the railroads and steamboats of this State, which shall give a reasonable and just remuneration for the distance traveled and service performed.

How to PRESERVE WATERMELONS.—The following we clip from the columns of one of our rural exchanges. The recipe certainly deserves a trial: Take one ounce of watermelon rind, dress it carefully and then put in ten pounds of pulverized sugar, five pounds of citron, two pounds all-spice, one pound cloves, one bottle of flavoring extract, boil over a slow fire for twenty-four hours, then remove the watermelon, do it up carefully in a napkin and bury it. Let the balance cool, and it will be ready for use.

they were created. The commission would afford protection and redress to every individual having dealings with the companies, without obliging them to apply to the courts at great expense or delay.

In order to secure more uniform and equal taxation, we recommend that the duties enjoined upon our assessors be more definite and specific, and penalties be inflicted upon them when it can be shown they have made an unfair or unjust discrimination in fixing valuation or assessing land and property in the same locality, or when they consent to receive any special favors from large property-holders or taxpayers, even if it is but a railroad rate.

We recommend that our representatives both at Sacramento and at Washington, be petitioned to interfere in our behalf, and redress our grievances by carrying out the measures proposed, or if the plans suggested are not practicable, or will not have the desired effect, let them devise some other way by which taxation shall be reduced and made uniform and equal; freight and fares be regulated so as to prevent unjust discrimination and oppressive rates; additional facilities for transportation be encouraged and built up, and the agricultural and mechanical industries of our country receive more fostering care from the hands of our Government.

The Manufacture of Paper.

According to a recent estimate, which may be considered as approximate rather than exact, the total annual production of paper in the civilized world is one million tons; and of this nearly one-third, or 317,387 tons, is manufactured in the United States.

The number of uses for building, clothing, ornamental and other purposes to which paper is now applied after its manufacture is only paralleled by the variety of substances from which it is found that paper can be made. A mill has lately been started in Illinois, in which the "rag-weed," which the farmers plow in, in large quantities every year, is to be turned to good account by making it into paper and rope.

In making paper from rags, as a practical writer on this subject forcibly argues, the common impression that some one particular stage of the work is the critical and turning point, and that if due care and skill are exercised at that one step all the rest will come right of themselves, is a dangerous fallacy; the truth being that continual and vigilant watchfulness, in all parts of the process of manufacture, is necessary to the production of a good article of paper.

Having established ourselves in this city, we will give personal attention to our business, and thereby hope to give better satisfaction than we have been able to give heretofore through agents. We will also do a commission business in Millers' and Miners' Supplies.

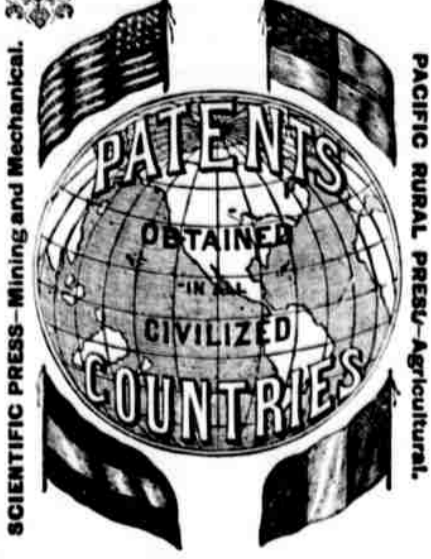
The Altitude at Which Men Can Live.

There has been a great deal of discussion as to the altitude at which human beings can exist, and Mr. Glaisher himself can tell us as much about it as anybody. In July, 1872, he and Mr. Coxwell ascended in a balloon to the enormous elevation of 37,000 feet.

At the monastery of St. Bernard, 8,117 feet high, the monks become asthmatic, and are compelled frequently to descend into the Valley of the Rhone for anything but "a breath of fresh air;" and at the end of ten years' service are obliged to give up their high living and come down to the usual level.

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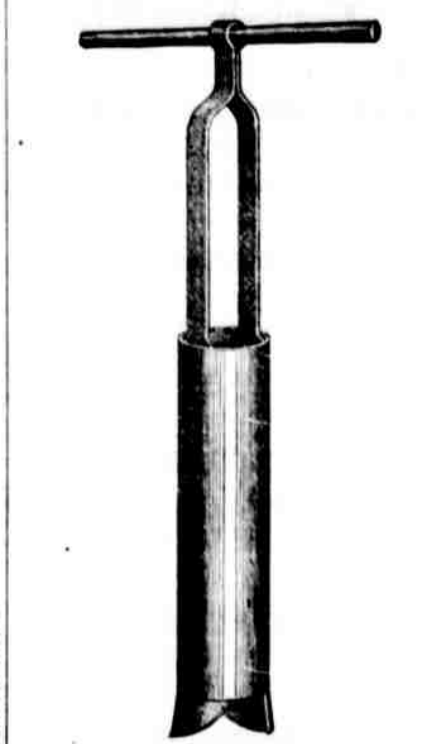
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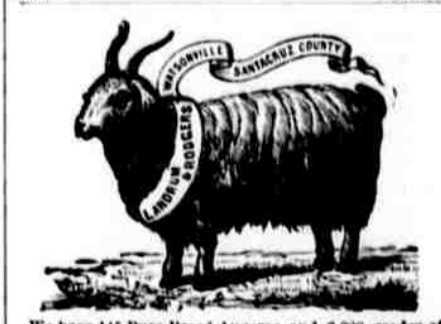
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